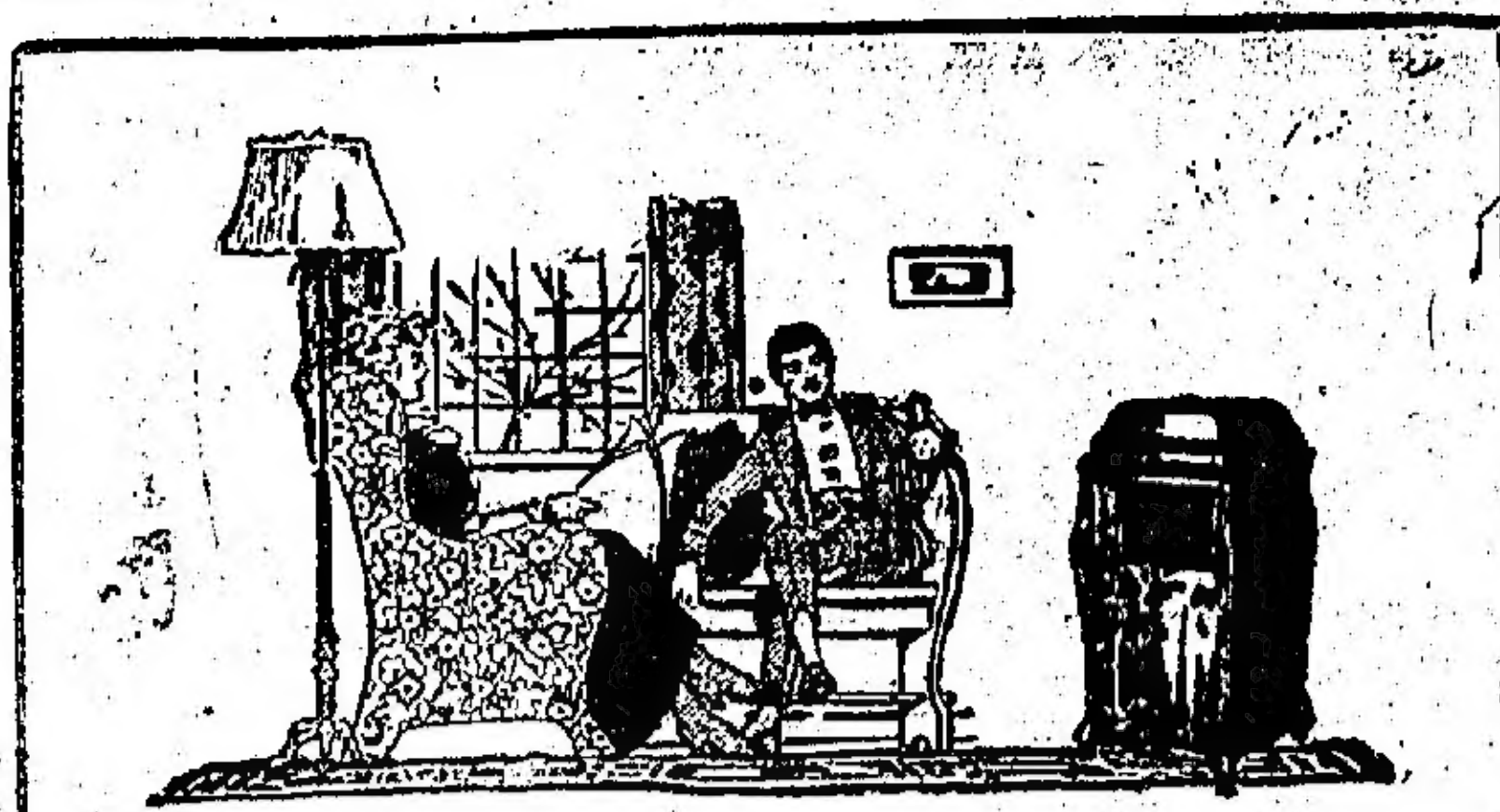


INTIMATIONS



Ten Victor Records which should be in every home

17342	(Silver Threads Among The Gold...)	Cello	Rosario Dourdon.
	Broken Melody		
17660	Juliet's Slumber		Victor Concert Orchestra.
	Venetian Love Song		
36606	Finlandia—Tone Poem (Sibelius)		Conway's Band
	Fackeltanz (Meyerbeer)		
36602	Blue Paradise	One Step	Conway's Band
	Miss Vixen	Fox Trot	
44327	Ah, Love, but a day	Song	Evan Williams.
44120	I Hear You Calling Me		McCormack.
74327	Love's Nocturne		Hamlin.
84001	La Campanella (Liszt)	Pinnoforte	Patlewski.
84389	Abide With Me (Liddle)	Song	Clara Butt.

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Giving all the Important Towns and
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BLOCKADE TRICKS.

SOME TRUE STORIES.

[BY A BLOCKADER.]

"Onions one might play tennis with! What an absurdity!"

"Not so big a one as it sounds; wait until you have heard the story. Tumbling over the waves on her way back from a 'search' came Sencraper's boat. She tied up alongside and her crew scrambled inboard along the boom."

"Bill, here's something to put in your soup," called one of them to a messmate, holding up a large onion.

"Right you are; pitch it here," answered Bill, extending a huge, work-hardened palm. Whizz came the onion, which touched Bill's horny paw, rebounded from it, struck the edge of a table, and then went bounding along the mess-deck like a ball.

"Well, I'm blowed!" exclaimed Bill, looking after it with a surprised yet understanding eye. "So that's the latest, is it? Bless if you can ever make sure you've properly overhauled these ships until you're prized open the mouths of the crew and looked down their throats with a telescope."

The alleged "onion" was made of rubber and had been brought back as a curio by one of the search party from the ship that had just been overhauled, and aboard which there were many bushels of other "onions" exactly like it. All sorts of clever devices are adopted to try to get contraband through the British blockade. The American genius who invented wooden nutmegs gave an idea to would-be blockade runners which they have elaborated and vastly improved.

But hard war experience has taught our patrol service not to accept things as being just what they seem—no matter how guilelessly like them they may appear. In this particular case, when the vessel was boarded many sacks of onions were found among her cargo. Most succulent, oniony onions, too, they looked, and the crew opened the sacks quite confidently. However, when the examining officer picked up one of the onions at random and dropped it on the deck the game was up. Except for a few real ones spread carefully at the top of the sacks, the whole of the "onions" were made of rubber. They were undoubtedly on their way to Germany through some neutral port, but the discovery of their real composition meant confiscation, and the wily Hun got none of these "vegetables" for his war-broth.

As rubber lends itself to clever "faking" this is always being done. Germany offers a good market for the article if the sender can only get it there—and he does not fall in doing this from lack of ingenuity in trying.

Long months spent in countering the wiles of clever tricksters have made the crews of our blockading ships the most suspicious people on earth. And not without good cause do they decline to judge by appearances only. Yet with all their astuteness they sometimes come very near to being deceived.

Would anyone think that rich, juicy honey-comb, with honey dripping from it, could be anything than—well, just rich, juicy honey-comb made by "the little busy bee" whose habit of "improving each shining hour" receives so much praise from poets, philosophers, and others who are more given to talking than working themselves? Our naval patrol service can tell you that there is a kind of honey made by bees which do not buzz while they labour, although they try to "improve each shining hour" well enough. Specimens of it are occasionally found in the blockade area. As usual, it was first unearthed in a ship that was being searched for contraband, and so good was the imitation that the "honey" had a chance of getting through.

Part of the vessel's cargo consisted of case after case labelled "pure honey." This turned out to be "pure fake"—but that is getting rather ahead of the narrative. When the cases were opened they were found to be filled with the familiar little square boxes of comb with honey—or what looked like honey—running out of it. One inquisitive sailor tasted this, made a grimace, and tasted again; then he wrenched a comb from its box and dropped it on the deck—and lo! it bumped up and down there right merrily. Closer investigation revealed that the combs were built of rubber and had been filled with some simony, honey-coloured substance to make them resemble the real thing as they did to the life. A clever idea this for getting rubber into Germany, though it failed.

Among the lading of another merchant ship the "search" found what purported to be many bags of coffee. These were overhauled and tested, with the result that a great deal of rubber was discovered hidden in them, this being made to appear as nearly like coffee as possible. Being accommodating stuff in the hands of the clever "fakers," rubber has become the prime masquerader among contraband goods. It has been found posing as rusty iron hoops, toys, sponges, and as an inside filling to various articles, from tinned meat cans to broom handles.

In the earlier days of the war some of these blockade-running dodges may have been successful. They stand no chance of escaping exposure now.

But rubber is by no means the only substance which the exponents of contraband tricks endeavour to get through. Germany wants copper badly, and there are always people trying to supply her with it. Some of them hit upon an ingenious plan which seemed to promise certain success. Instead of being hidden in the ship, the copper was clamped to her bottom. Apparently the consigners thought that, however closely the British Navy might search the interior of a vessel, no one would have nose enough to think of examining the outside of her below the water-line. But they had. One sailing vessel when intercepted and overhauled was found to have a great quantity of copper fixed along her keel. Into harbour she went and the copper was seized.

(Continued on next Column.)

CHARGED THROUGH FLAMES

FRENCH HEROISM AT VERDUN.

A correspondent of a Leipzig paper on the Verdun front quotes the following illustration of French gallantry:—"Two German battalions advancing on the western part of the Bois des Caures were stopped in front of the second line of defence by a gallant French officer, who shut himself up alone in a block-house with a machine-gun, and fired uninterruptedly on the German soldiers. As they could not overpower him with hand-grenades, they had to get a flame projector to compel him to cease an operation that was holding back two battalions."

The use by the Germans of fire has not been carried on with impunity. An incident in the enemy check at Douaumont illustrates this. The Germans had tried tear-producing shells without success, and as there was not time to get their flame-thrower in position a special company of men was sent forward armed with paraffin pumps.

The regiment facing them came for the most part from Paris, and as the enemy moved up one of our boys said, "I'd be damned if he'd be fired by those confounded Boches," and before the officer in command had time to decide the Frenchmen were out of their trenches, and charged through the flames, and with bayonet fixed were among the fire gang. The latter were so surprised by the suddenness of the attack that they tried to escape by a headlong flight. They were cut off, however, and the whole section exterminated, their apparatus being brought back to the French lines that evening.

The colonel in command mildly reprimanded his men for acting without orders. One of them, a young sergeant just promoted, whose face and hands had been burnt said, "Colonel, I was to blame; I gave the order 'Forward.'"

The colonel hesitated a moment, and then stepped forward and embraced him.

CONDITIONS IN ENEMY RANKS.

Four German soldiers succeeded in deserting from the Ypres front after getting rid of their uniforms and donning civilian clothes.

One of them, who in civilian life had a comfortable position, complained of the life of the German soldier at the present time. His narrative furthermore confirmed what was said in the British communication of April 12, concerning the losses of the Germans that week before Ypres. He said that if there were no barrier and strict surveillance the Germans would desert in thousands, and his companions confirmed his statement.

The recent fighting round St. Eloi was very bitter. A group of 482 men with whom they were remained only 19. The others were killed or seriously wounded on Monday, April 3rd. The narrator said the Englishman was a brave fighter, who regarded war as a sport.

The German military authorities are afraid of disturbances among their own men, and therefore act with great severity. There was even a small revolt over the food.

The deserters showed the *Telegraph* correspondent a specimen of their bread, which a Dutch baker, to whom it was shown, said was made of maize and wheat of very bad quality.

There were continually complaints about the food, said the deserters. A lieutenant maintained that the bread was of the best quality. This and other circumstances led to an exchange of words between the lieutenant and some of the soldiers. One of the latter struck the lieutenant after being struck first by him. The result was that the soldier was executed.

Concerning the fight at Eloi they stated that they were ordered to attack the British with the bayonet. Soldiers were posted in the rear of the attacking party with orders to shoot them down if they tried to evade the attack.

Going through one ship the search party noticed that her bulkheads were abnormally thick. "When in doubt investigate" being the principle upon which the examination service is run, the bulkheads were ripped open and quite an extensive arsenal discovered inside them. Rifles and ammunition galore had been secreted there. Upon another occasion a big stock of rifles was found packed just under a tramp steamer's decks, and so cunningly stowed away that detection seemed impossible. Really, the only way of making sure that some vessels carry no contraband would seem to be by pulling them to pieces.

Hollow masts filled with petrol were part of the "find" in one tramp "picked up" in the blockade area, and her double bottoms were also stuffed with contraband. Double bottoms are frequently used as places of concealment, though much less secure than some others that are improvised—such as, for example, the hollow furniture and bunks like a conjurer's trick-box which came to light in one innocent-looking old trader.

Since cotton became contraband all sorts of ingenious dodges have been tried to get it through the blockade. One ship which was intercepted carried what purported to be a cargo of flour. Certainly, there was a great deal of flour in it—and a great deal of cotton as well. Some of the first sacks examined panned out correctly. Then an officer kicked one midway. The sack yielded oddly to the impact of his foot. No dust flew out, and it seemed, as he expressed it, "Like kicking a pillow." At once the sack was emptied, and what a revelation! The middle part of it contained only cotton. All the other sacks gave up a like secret. There was flour at the top, flour at the bottom—and cotton in the middle of them all.

Said a blue-jacket, indicating the crew of an overhauled steamer that he was just leaving, "If any of those chaps fell overboard they'd sink like stones with the stuff they've got hidden in their boots."

A humorously satirical exaggeration, no doubt, but none the less expressive of what they think who are engaged in the exacting task of blockading.—"J. J." in the *Daily Mail*.

(Continued on next Column.)

IN A BRITISH ARMY

BIPLANE.

THRILLING VOYAGE ALONG THE BATTLE LINE.

The following article by Mr. Gordon Bruce has appeared in the *New York Tribune*—

Travelling from the heart of England to the battle lines in France, in one of his Majesty's fighting biplanes, returning in a speedy scout monoplane; on these two voyages, when I passed first over peaceful rural England, then out above the blue of the Channel, where, far below me a fleet of British battleships in cruising formation showed like moving grey shadows on the gleaming water, two great facts came home to me. First, the realization of what the aeroplane means in modern warfare; and, secondly, the remarkable efficiency which has been attained by the Royal Flying Corps, proclaiming the progress made by Britain in her struggle for the mastery of the skies.

A long row of new biplanes stood before the sheds in the level field.

"You may choose whichever machine you like," the commandant said.

"That makes it easy," I replied. "I'll go with the first pilot who is ready."

It was, it happened, Lieutenant Mead. I had made a good choice. Lieutenant Mead is tall, young, with keen grey eyes—the type the R.F.C. invariably selects for this important work. He inspired confidence. And this is a grave matter, for the more one travels by air, as a passenger, the more particular he becomes about his pilot.

Our aeroplane, a new product of the Royal Aircraft Factory, stood ready, grey, compact, powerful. Her struts and cables were massive. Her two seats, arranged tandem order in the fuselage, were roomy and comfortable.

A few sweeping circles to gain altitude, and we headed into the east. The earth had flattened out, and lay down there flooded in sunlight—a thing of glory. Field, forest, stream—each had its part in the fashioning of that wonderful carpet.

But after awhile the character of the land changed. The plains gave way to hills, black and grey. The roads showed very white, for this was the chalk and limestone country. They were quite clearly defined, these roads, a thin network of delicate lines like the veins in a leaf. Then we came into the cooler air of the coast. Below us the sun and mist were dividing it evenly between them, and suddenly there rose up, far ahead, an endless blue wall.

There was no gradual entering into the strange element before us. Abruptly, as we swept over the line of white cliffs, we were swallowed up in blackness. What had seemed impassable was giving way before us.

On and on we flew. There was nothing in front of us, nothing behind us, nothing on either side. I turned to look at Mead. He nodded, and nosed the machine down, down through the blue vapour until I looked over, and saw, as if it were at the bottom of a deep well of light, the grey water of the Channel. Then the gloom of a patch of mist engulfed us.

Once, when the darkness slowly yielded to the light, I had a start. Almost directly under our craft appeared a spot quite foreign to anything I had seen before. Gradually it assumed slender, cigar-like lines. As it became distinct, the light played on the silver envelope of one of Britain's dirigibles—she was 2,000ft. below, probably patrolling; and she looked for all the world like a great, sluggish fish, nosing her way through the sea of mist.

WITHIN AN ACE OF SMASH.

Below us the water ended in the pleasant sweep of the French coast, about eight miles distant. Then came an unkind shock. Without warning the revolutions of the engine dropped several hundred to the minute—dropped far below flying speed; and slowly but surely we began to descend, which was disconcerting, considering that we were flying in a land machine with nothing to keep her aloft.

Instantly Mead steered for the nearest point on the coast. He was quite cool and self-possessed, even if the cliffs suddenly lost their beauty and jutted ugly and forbidding. For my part, I wasn't sure that I would not prefer to take my chances in the Channel. It seemed a bit hopeless either way. The pilot calculated rapidly—then headed her toward the largest open space on the shore. It probably was the worst landing spot in France, but he had no choice.

In one last dive we tore over the coastline and down into a gullied cow pasture on a steep hillside. The plane missed a fence by less than a foot and struck the crest of the hill at a speed which Mead afterwards declared must have been 100 miles an hour. As the wheels came into contact with the earth we bounded high in the air and plunged on down the hill. Three times this occurred, and each time we braced ourselves for the smash that seemed inevitable. But the wonderful construction of the machine saved us.

With a final, crazy lurch we left the last hammock and alighted neatly in the mathematical centre of a slimy, frog pond, while frightened cattle fled in every direction.

"Bit of luck," commented Mead, as we climbed out—and waded—ashore. "Takes a good 'bus to stand that." I agreed, and also thought, "Takes a good man to make such a landing without piling up."

His first thought was to report to headquarters. Despite the isolation of the spot two gendarmes were there within 10 minutes, and shortly a British orderly appeared. He came from an Australian hospital a mile away, and said, "The Colonel's compliments. He says he can arrange communication for you and will join him at luncheon."

It was amazing to find such an abundance of aid in so bleak a place. The attitude of the French showed how fully the exacting task of blockading.—"J. J." in the *Daily Mail*.

(Continued on next Column.)

HONGKONG POLICE RESERVE.

MOTOR PATROLS.

Both The Standard Oil Company of New York, and The Asiatic Petroleum Company have kindly undertaken to supply 10 gallons of Petrol each month for the use of the Motor Patrolmen, free of charge.

PATROL EXPENSES.

All claims for Patrol Expenses already sent to the D.S.P., many of which have not been attended to by the latter, have been handed to Sergeant-Accountant Balean, Hongkong and Shanghai Bank, who will pay same in due course.

Warring officers are requested to send all future claims direct to Sergeant Balean.

CYCLISTS.

The following members are invited to attend in multi at the D.S.P.'s office, at 6 p.m., on Friday, June 30th:—Sergeant Butterfield, Sergeant Fothergill, P.-cs. H. E. Edwards, H. F. Pearson, Wattie, A. J. Abings, Bailey, Frost, Henderson, Irson, Packham, Ramsey.

Crown Sergeant Arculli, Sergeant Arculli, P.-cs. Karim Dean.

Inspector Alves, P.-cs. A. Alves, D. C. Baptista, N. U. Botelho.

Sergeant-Major Peter Wong, Crown Sergeant James Wong, Sergeant George Lee, Sergeant Chow Pak Tim.

F. C. JENKIN.

D.S.P. (R).

the military of the two nations are co-operating. Lorries were soon on the way from aviation quarters also from a supply depot a few miles away, which indicated how effective is the system installed at the front by the R.F.C.

Long before the tenders arrived Mead had discovered the source of the trouble. It was of a minor nature and likely to occur in the very best of aeroplanes and automobiles. A nut holding a connection in the pressure feed device had worked loose, thereby reducing the flow of petrol. Two minutes were sufficient to correct it. The machine was run out of the water under her own power and the only damage she sustained was the parting of a cable, caused by the shock of contact with the ground.

When it came to getting away again Mead did what seemed impossible. There wasn't a level spot anywhere whole pasture. Yet Mead selected a course where he had to dodge hummocks, and which gave him only about one-third of the proper space, took her jolting over the rough ground, and a plunge off the cliff over the water.

But we came through. The construction again proved its worth. The motor held to its task, and we were off to the main aviation base of the British Army in France.

TOILETS IN FERTILE FRANCE.

While after mile of fertile fields, in which women were handling the ploughs and cultivators, lay below us. One had to look sharp, indeed, to discover even a tiny plot which was unplanted. And I felt the pride which the whole world feels for the record France has made.

Northward we sped toward where the great Armies face each other. Only the eye could tell when we approached, for the steady roar of the motor, running with precision and smoothness, drowned all other noise. I had been getting off to the right for some time, trying to make out a distant object which puzzled me. I gave it up and turned quite abruptly to the left. Looking down, I stared. As far as the eye could see, over that vast expanse, were what might be taken for small volcanoes. Here, there, everywhere—the surface of the earth opened, belched forth a black substance, while an ominous cloud of smoke drifted lazily away. My mind was slow to grasp the meaning of it—that this was the work of artillery. Now and then from a patch of woodland the smoke would filter out. Three times in passing over villages I saw buildings vanish as if by magic. Only the smoke remained.

And then—then came those two jagged wounds—those two ugly wounds from which the thickened air was pouring. They ran side by side, now very close together, now diverging a bit to become parallel farther along. Sinister and ghostly, they stretched away into the distance. And as if they were not raw enough, from time to time the shells tormented them, tearing vicious holes and doubtless hurling human bodies into the air with the mud and smoke. I was glad I could not see that.

ENTHUSIASM OF OUR AIEMEN.

And so we came at last to the headquarters of the R.F.C.—It was pleasant to glide down and land gently on that smooth green. To get away from the grim evidence of what was happening so few miles away. Now, less than two months ago, I visited that same aerodrome and inspected the equipment. And there is no comparison between what I found there at the time of my first visit and what is there now. The improvement is amazing.

My return to England was made in a fast monoplane with Lieutenant Passant. It was swift and absurdly easy. But there was one incident. It was when we were crossing the Channel at a height of almost two miles. Away down there, showing against the sunlit water, were three long white lines. They were like three great lines of breakers, except that they were straight and unwavering. It was until Passant noticed them and descended a bit that I could make out what they were. A mere trifle. Only about 30 of his Majesty's warships, steaming along in cruising formation, three abreast, and one behind the other in each line.

Nothing I ever have seen was more inspiring than the sight of those ships, moving with an indescribable grandeur toward an unknown destination, their snowy wakes blinding into three perfectly straight lines. I thought of that other mighty Fleet—the watch-dog of the North Sea, which holds the Kaiser's ships like rats in a trap.

And, as the white lines faded into the distance, I concluded that England has not only a very respectable Air Service, but a pretty good Navy.

(Continued on next Column.)

NEW ADVERTISEMENTS

TO LET.
From 1st August.
FLAT on Conduit Road level. Unfurnished.
Low rent.
Apply to—
F. A. MACKINTOSH,
16, Des Vaux Road. [834]

TO LET.
Near May Road Tram Station.
"A BERTHOLWYN," No. 14, Peak Road,
from end of July.
Apply to—
R. D. HARVEY,
18, Bank Buildings,
or **HUMPHREYS ESTATE & FINANCE**
Co., Ltd.,
Alexandra Buildings. [835]

TO LET.
A TWO-STORIED EUROPEAN HOUSE,
at No. 19, Kennedy Road East;
Consisting of Four Rooms with Bathrooms
and Outhouses Complete.
Apply to—
YOUNG BEE,
10, Des Vaux Road Central. [836]

BANK HOLIDAY.

UNDER Ordinance No. 5 of 1912,
SATURDAY, 1st July, has been
proclaimed a **GENERAL HOLIDAY** and
the **EXCHANGE BANKS** will be **CLOSED**
for business on that day.
Hongkong, 27th June, 1916. [837]

CHINA AND JAPAN TELEPHONE AND
ELECTRIC CO., LTD.

NOTICE.

THE North Point bathing beach and pier
are within the boundaries of the
Submarine Cable Reserve, and as valuable
Cables lie here the Company are compelled
to take action against the owner of any craft
that anchors within the Prohibited Area.
Hongkong, 27th June, 1916. [848]

NOTICE.

THE 3RD ANNUAL LOAN OF THE
REPUBLIC (1914).

THE PUBLIC ARE HEREBY NOTIFIED
that the **FOURTH PAYMENT** of
INTEREST OF THE 3RD ANNUAL LOAN OF THE
REPUBLIC (1914) will fall due on the 30th
of June of this year. With the exception
of the detailed regulations governing the
payment of interest of the said Loan, which
have been published in the *Government*
Gazette and which have been printed for the
information of the Public by all the establish-
ments authorised for the payment of interest,
the following Important Points are hereby
published for general information:

1. The date when the payment of interest
begins, the 30th June of the 5th year of
the Chinese Republic.
2. The organs authorised for the payment
of interest:
a. All Magistrate's Yumens.
b. The Head and Branch Offices of
the BANK OF CHINA and of the
BANK OF COMMUNICATIONS.
c. The Reliable Agents of the above-
mentioned two Banks.
3. The methods for the claiming of interest:
The Public when claiming for the
interest must put down the matured
coupons and proceed to any of the
above-mentioned organs with the
said coupons. The said organs after
examining the said coupons will then
pay the interest and retain the
coupons so paid. But the holders
of \$1,000 Bonds and of \$10,000 Bonds
must not cut down the coupons
themselves, as the said Bonds have
to be examined first by the organs
concerned.

The matured coupons can be used as
cash in payment of land tax and
duties. The interest of the coupons
is expressed in terms of "Big Dollars,"
and if it is required to be converted
into tael or copper cash, then the
rate of exchange for different dis-
tricts will be decided and posted in
conspicuous places by the various
Financial Bureaux concerned.
The Public are requested to read over
the detailed regulations governing the
payment of interest, which are
obtainable at all authorised organs
above-mentioned.

By Order.

THE BUREAU OF NATIONAL LOANS
Peking, 15th June, 1916. [839]

EAST ASIATIC COMPANY, LIMITED
COPENHAGEN.

NOTICE TO CONSIGNEES.

THE Motorship
"FIONIA"

having arrived, Consignees of Cargo are hereby
informed that their Goods, with the exception
of Opium, Treasure and Valuables, are being
landed and stored at their risk into the hazardous
and/or extra hazardous Godowns of the
Hongkong and Kowloon Wharf and Godown
Company, Ltd., Kowloon, whence delivery
may be obtained.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
TO-DAY requesting it to be landed
here.

No Claims will be admitted after the Goods
have left the Godown, and all goods remaining
undelivered after the 5th July will be subject
to rent.

All broken, chafed, and damaged goods are to
be left in the Godowns, where they will be
examined on the 4th July, at 10 A.M.
All Claims must reach us before the 12th
July, or they will not be recognised.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by the
Undersigned.

THORESEN & Co.,
Hongkong, 28th June, 1916. [840]

NEW ADVERTISEMENT

LOST.
SILVER CREAM JUG, near Bowen
Road, Tram Station. Good reward
Offered.
Apply—
Care of "Daily Press" Office.
Hongkong, 28th June, 1916. [841]

INTIMATIONS

NOTICE.
CARLOWITZ & CO.
(In Liquidation).

CREDITORS are required to send in
their Claims against the above to the
Undersigned, York Building, Chater Road,
on or before **FRIDAY, the 30th June, 1916.**
W. R. LOXLEY & Co.,
Liquidators.
Hongkong, 22nd June, 1916. [822]

NOTICE.
REUTER, BROCKELMANN & Co.
(In Liquidation).

CREDITORS are required to send in their
Claims against the above to the Under-
signed, St. George's Building, Chater Road,
on or before **FRIDAY, the 30th June, 1916.**
SHEWAN, TOMES & Co.,
Liquidators.
Hongkong, 1st June, 1916. [757]

NOTICE.
WM. MEYERINK & Co.
H. TIMCKE.

ALL CREDITORS are requested to send
in their Claims to the Undersigned on or
before 30th June, 1916.
ALEX. ROSS & Co.,
4, Des Vaux Road,
Liquidators. [758]

NOTICE.
DEUTSCH-ASIATISCHE BANK,
HONGKONG
(In Liquidation).

CREDITORS are requested to send in their
Claims to the Undersigned on or before
31st August, 1916.
HONGKONG AND SHANGHAI
BANKING CORPORATION,
Liquidators,
Appointed by the Hongkong Government.
Hongkong, 13th June, 1916. [797]

WANTED.
FOREIGN ASSISTANT for Book Office
of Local Shipping Company. Previous
experience essential.
For particulars apply to—
"BOOK OFFICE"
Care of "Daily Press" Office.
Hongkong, 10th June, 1916. [785]

WANTED TO RENT.
ONE 3-ROOMED OR TWO 2-ROOMED
UNFURNISHED FLATS to be used
for both Office and Private Rooms. A FLAT
on the Kowloon side not too far from the
Hongkong Ferry will be preferred. Please
state monthly rental and all particulars to—
"N. F."
Care of "Daily Press" Office. [830]

TO LET.
FURNISHED ROOMS, with or without
Board. Every convenience.
Apply—
"BOARD."
Care of "Daily Press" Office. [773]

TO LET.
PREMISES at present occupied by CHS.
J. GAUPP & Co., Alexandra Buildings,
Chater Road.
Apply on premises or to—
LOWE, BINGHAM & MATTHEWS,
Liquidators. [705]

TO LET.
NO. 4, DES VEAUX ROAD CENTRAL,
First Floor.
THE COMMODIOUS DWELLING
HOUSE, with Office, Servants' Quarters, &c.,
No. 14, SHAMEN, CANTON, from 1st June, at
present in the occupation of the Imperial
Russian Consulate.
Apply to—
DAVID SASSOON & Co., Ltd. [415]

TO LET.
21, WONG-NEI-CHONG ROAD
OFFICES in King's Buildings.
HOUSE in CLIFTON GARDENS,
Conduit Road.
No. 1, HILLSIDE, THE PEAK.
Nos. 1 and 2, WEST END TERRACE,
CANTON.
Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd. [32]

TO LET.
NO. 5, MOUNTAIN VIEW, PEAK.
NO. 2, CAMERON VILLAS, 63, PEAK.
CRAIGMIN EAST, 160, THE PEAK.
Unfurnished.
4-ROOMED FLAT to let at the PEAK.
KELLET CREST, 66, PEAK.
No. 141, WANCHAI ROAD, Large and
Spacious Godown.
Furnished, 6 Rooms.
"WOODBURY," No. 4, Hankow Road,
Kowloon, from 1st May, 1916.
"GLENSHIEL," No. 141, Plantation Road,
Peak.
"HARTING," Austin Road, Kowloon.
No. 6, BELLIOS TERRACE.
No. 35, BELLIOS TERRACE, with
entrance on Conduit Road.
TWO GODOWNS in Duddell Street.
No. 3, DES VEAUX VILLAS, 61, PEAK.
Unfurnished.
No. 55, THE PEAK, 15 CAMERON VILLAS.
Apply to—
LINTHARD & DAVIS,
3rd Floor, Alexandra Buildings. [35]

TO LET.
FROM 1st May.
THE HONGKONG LAND INVEST-
MENT & AGENCY Co., Ltd. [37]

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MENT & AGENCY Co., Ltd. [37]

HOUSES TO LET

TO LET—AT THE PEAK.
"BAHAR LODGE," No. 4, Peak Road,
5 ROOMS.
Apply to—
V. F. V. RIBEIRO,
Care of W. G. HUMPHREYS & Co. [838]

TO LET.
FOUR ROOMS at the Upper Terminus
with usual Servants' Quarters.
Very convenient. Electric Light and Water
Carriage System.
Apply to—
PEAK TRAMWAY Co. [839]

TO LET.
A HOUSE, in Observatory Villas, Kowloon.
Apply to—
ARRATON V. APCAR & Co.,
14, Des Vaux Road. [811]

TO LET—FURNISHED.
"IDESLEIGH," 5, Bowen Road, for 2 or
3 months from end of July.
Apply to—
MOWBRAY S. NORTHCOTE,
THE HONGKONG LAND INVESTMENT AND
AGENCY Co., Ltd. [803]

TO LET.
"ROCKLANDS," No. 7, Robinson Road,
from 1st August, 1916, or earlier.
Apply to—
M. J. D. STEPHENS,
18, Bank Buildings. [800]

TO LET.
OFFICES on 1st Floor, No. 3, Queen's Road
Central, at present in the occupation of
The China Fire Insurance Co., Ltd.
Apply to—
CHINA FIRE INSURANCE Co., Ltd. [822]

TO LET.
OFFICES in Princes' Building.
Apply to—
SHEWAN, TOMES & Co.,
Liquidators,
REUTER, BROCKELMANN & Co. [773]

TO LET.
OFFICES on 1st Floor, No. 9, Queen's
Road Central (in Ice House Street).
Apply to—
WILKINSON & GRIST. [801]

TO LET.
RAVENSHILL EAST, Peak Road,
containing 6 Rooms, 3 Bath Rooms,
Servants' Quarters, &c. Vacant 1st November.
Apply to—
DEACON, LOCKER, DEACON &
HAESTON. [80]

TO LET.
A SMALL GODOWN in PRINCE'S
BUILDING.
For particulars apply to—
THE HONGKONG CENTRAL ESTATE
LTD. [885]

TO LET.
A HOUSE in Kowloon Terrace.
Apply to—
THE HONGKONG LAND INVEST-
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INTIMATION

BY APPOINTMENT.

WATSON'S
STONEGINGER-
BEERThe only fermented Stone Ginger-Beer in the
Far East.The real charm of Stone Ginger-
Beer is the flavour produced by
partial fermentation; without this
no Stone Ginger-Beer can be said
to be genuine.

90 cts. per doz.

A. S. WATSON &
CO., LTD.,

PREPARED WATER MANUFACTURERS.

HONGKONG OFFICE: 10A, DES VEAUX ROAD, C.

LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, 27TH JUNE, 1916

CONQUERING THE CLIMATE.

The short history of the Colony of Hong-
kong includes some interesting episodes
in the great struggle of the British
against the forces of Nature. Despite the
remarkable climatic conditions which ob-
tain throughout the summer months, we
carry on our daily avocations and live a
life not very different from that which
people of the same station live "at home."
Occasional glances at the thermometer
remind us that we are in the tropics.
References to the amount of humidity in
the atmosphere make us think of the dry,
bracing climates of places thousands of
miles away. The ubiquitous mosquito
and the irritating sandfly compel us to
listen with sympathy to those amateur
and professional sanitary experts who tell
us that such pests are due to our own
carelessness. The sinister returns regard-
ing plague and small-pox make us pause
to wonder whether we ourselves, or those
who are dear to us, could possibly
"catch" such dread diseases. Some
friend drops in to dinner and recalls a
local excitement, such as the fatalities
due to the Fanning tiger or the poisonous
results of a snake-bite in Hongkong or
Kowloon. The conversation continues in
the pessimistic vein, and the escape of
Europeans from the unpleasant atten-
tions of pirates or robbers is commented
upon. An eavesdropper would, indeed,
imagine that the colonists of Hongkong
have the trials and tribulations of
pioneers. But a glance at the leading
hotels and clubs, where electric fans are
used incessantly, and iced drinks are always
available, would reassure him. The truth
of the matter is that, at times, the climate
of Hongkong is most depressing. It
is not the high reading on the thermo-
meter that makes it so; it is the tempera-
ture combined with the extreme humidity
of the atmosphere. The island is prac-
tically a granite rock, although the
forestry experts have almost made us
forget the fact, and the summer brings

with it the unpleasant reminder that the
trees and the vegetation are merely cover-
ing up the stone. The mist on the peak,
the clamminess of the air on the lower
levels, our own feelings, and the scientific
instruments at the Observatory and
elsewhere, provide indisputable evidence
that the atmosphere is heavily charged
with moisture. The explanation is simple.
The great mass of granite does not alter
in temperature as rapidly as the air. It
therefore acts like an apparatus for caus-
ing condensation. It is quite impossible
to alter that. As long as there is an
island of Hongkong there will always be
humidity in the atmosphere surrounding
it at certain seasons of the year.

Having resigned ourselves to the condi-
tions due to the geological and geo-
graphical aspects of the situation, we can
at least feel some satisfaction at the re-
sults which have come from the efforts
to reduce the inconveniences and dis-
comforts due to them. There is an old
story, but it will bear repetition, concern-
ing Hongkong. When first it was occupied
by the British the mortality was appal-
ling. Among the troops the average life
was less than three years. All the white
children born on the island, for the first
few years of its occupation, died. We
cannot fail to admire the tenacity with
which our countrymen kept the flag fly-
ing in those days of sorrow. At times
they must have despaired of their
mission. News came out from Home very
slowly. The Chinese were most hostile,
but their trading instincts were stronger
than the strategy of their military and
naval leaders. Gradually the children
of Cathay realised the advantages of law,
order and justice. The telegraph and the
steamship made the exiles feel nearer
Home. The electric fan has circulated the
air in the tropics and made life more
bearable. The mechanical production of
ice, introduced only about thirty or forty
years ago, made a wonderful difference
to the comforts of people in the tropics.
Not only did it provide a method of cool-
ing drinks and edibles, but it enabled
foods to be preserved. It is very im-
probable that we could have such an
excellent milk supply in Hongkong but
for the perfection of machines for
making ice. We can, parenthetically, re-
cord the gratitude which all of us owe
to those who have initiated and carried
out such schemes as that which provides
a safe and adequate milk supply for the
children. It is difficult to understand
why some arrangement for a market gar-
den, under similar European supervision,
is not carried out.

The building of the Peak Tramway, and
the development of the higher levels, bene-
fited not only those financially interested
but the families who now live there. We
are not unaware of the fact that there
are people who prefer the lower levels.
There will probably always be differences
of opinion as to the advantages accruing
from living on the Peak. The fact is
indisputable that the wealthier section of
the community, who have the choice,
select that locality. It is certainly much
quieter—and it is cooler. Although we
can become inured to noise, there is some-
thing peculiarly irritating in the Chinese
manifestations of joys and sorrows.
Crackers and Eastern music, when once
the novelty has worn off, have an effect
upon the nerves of the European which
is the reverse of soothing. Perhaps some
of the advantages of residence in the
Peak district could be obtained in some
suburb on the Kowloon-Canton railway.
Even a transport service, such as a light
railway or motor vehicles, out to the
hills near the reservoir which supplies
water to Kowloon, is not impossible.
Whether we may anticipate any further
household benefits at all comparable to
the electric fan and locally-made ice is
a matter of speculation. Efforts may be
made to dry and cool the air which cir-
culates in buildings. The large hotels in
Europe and America have an excellent
system of warming the air. We should
like to see someone make the experiment
of supplying air by a properly designed
inlet and exhaust system of fans to a
large private house or hotel. The air
could be passed through a cold chamber
to reduce its temperature and dampness.
If only it were a successful experiment,
people would willingly go to the expense
of artificially producing a bracing
climate in their homes in Hongkong
during the summer months. Meantime,
while we grumble at the climate, we can
at least be thankful for the improvements
in our daily life, as compared with that
of our predecessors in the Colony.

Mails for Europe and Siberia close
to-morrow at noon and at 3 p.m.

Professor and Mrs. Middleton Smith
are staying at Wei-hai-wei.

Saturday, July 1st, is a general holiday
and the banks will be closed on that day.

Mr. Shelton Hooper has been re-elected,
without opposition, to a seat on the
Licensing Board.

The P. & O. outward mail str. *Kaiser-i-Hind*, with the London mails of the 15th
inst., arrived at Suet on Sunday, the 25th
idem.

Four shipments of Philippine silver
pesos, each consisting of one million
pesos, have been shipped from the
Philippines to the Government of British
India, says the *Manila Cables*, and
the purchase price has been paid over
and now lies securely deposited in the
vaults of the Chase National Bank of
New York, to the credit of the Philippine
Islands. Other shipments of the coins
will be made as rapidly as transportation
becomes available.

Prompted by the existing deplorable
financial condition and owing to the fact
that hostilities between the North and
the South have been entirely suspended
as a result of the death of the late Chief
Executive, the Central Government is
reported to have again approached the
American bankers represented by Messrs.
Lee, Higginson & Co. for the payment of
further advances against the sale of
Chinese Government Treasury Bonds in
America, says the *Peking Daily News*.

COLONEL GORDON HALL.

RECEIVES THE C.B.

A Reuter cable received last night
announced that Colonel F. W. Gordon
Hall, R.A.M.C., had had the honour of
Companion of the Bath conferred upon
him. Colonel Gordon Hall is well-known in
Hongkong. He was serving here at the
outbreak of hostilities, and was for some
time a member of the Sanitary Board.
Since leaving Hongkong he has been
engaged in the Near Eastern theatre
of war.

COLLECTING FOR A JOSS?

MAN CHARGED AT HONGKONG
POLICE COURT.

At the Magistracy yesterday before Mr.
Orme, a Chinese named Chan Shing,
alias Chan Mun, was charged with collect-
ing money between the 15th and 25th
June, with another man not in custody,
for the alleged benefit of the Kiu Nam
joss house, under false and fraudulent
pretences.

The man pleaded not guilty, saying
that he did not defraud anyone. His
appeal for subscriptions was, he said,
quite plain to anybody who knew any-
thing about it. He had collected no
money up to date, but he had received
many promises of subscriptions.
Detective Munson asked for a remand,
at the same time remarking that there
was nothing in the man's appeal to show
that he was collecting for any institu-
tion whatsoever. He had no acquaint-
ance at the temple referred to. Notices
were posted all over the Colony against
collecting money in this way.

The man was remanded until Thursday.

CONCERT AND PRESENTATION.

AT R.N. DOCKYARD POLICE MESS.

The members of the R.N. Dockyard
Police held a farewell smoking concert
at the Police Mess last evening in
connection with the departure from the
Colony of Mr. A. McKay, of the R.N.
Dockyard. Mr. H. Linfield (Hon. Sec-
retary) arranged an exceptionally lengthy
and attractive programme, which was
thoroughly enjoyed by a large audience.
During an interval Inspector Churcher
presented Mr. McKay with a handsome
silver flower holder stand and two silver
miniatures of a Chinese "chair."

The contributors to the programme
were the following:—Messrs. A. B. Allan,

THE WAR.

OMINOUS LULL AT VERDUN.

GERMANS PREPARING FOR GREAT OFFENSIVE.

MANY SUCCESSFUL BRITISH RAIDS.

RUSSIAN PROGRESS CONTINUES.

ANTI-TURK RISING.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

OMINOUS LULL AT VERDUN.

CALM BEFORE FURIOUS STORM.

PARIS, June 27th.

Yesterday's lull in infantry attacks at Verdun is regarded as the calm before a more furious onslaught. The artillery yesterday increased hourly in violence, and this reached a climax at five in the afternoon at Froid de Terre and Fleury, where French experts expect an immediate attack.

Mort Homme was likewise pounded for forty hours.

There were appalling scenes in Saturday's street fighting at Fleury, both sides pelting with bombs at few feet range. The German hordes literally covered the ground. The total employed in successive waves works out at twenty men to a yard.

ENEMY ATTACK COMPLETELY FAILS.

PARIS, June 28th.

To-day's communiqué says:—A German attack west of Thiaumont completely failed before our curtain-of-fire and rifle-fire.

We occupied parts of the enemy trenches between Fumia Wood and Chenois Wood.

There was artillery activity elsewhere, particularly at Mort Homme.

VERDUN LULL CONTINUES.

LESS ARTILLERY ACTIVITY.

PARIS, June 27th.

A communiqué announces that the lull at Verdun continues, with decreased artillery activity on both sides of the Meuse. For the first time for weeks, except at Hill 304, there has been no infantry action to-day.

French artillery in Champagne wrecked enemy works at Ville-sur-Tourbe.

Our batteries in the Vosges exploded two ammunition depots at Chapelle.

KARLSRUHE IN A PANIC.

AT ENEMY AIR-RAID.

PARIS, June 27th.

Telegrams from Karlsruhe state that the air-raid caused a panic in the city. A number of bombs destined for the station, which is a most important military point, accidentally wrecked a circus, causing 100 to 200 casualties.

BRITISH ACTIVITY.

MANY SUCCESSFUL ENTERPRISES.

LONDON, June 27th.

General Sir Douglas Haig reports increasing activity.

There were a number of successful enterprises last night at different points on the front, and hostile lines were penetrated at ten different places. Our parties inflicted considerable casualties on the enemy, and ours were everywhere of the slightest. The "Monsters" and "Anzacs" were particularly successful.

There was much artillery activity in connection with these raids on both sides.

Last evening and last night our artillery was most active against hostile trenches, which were considerably damaged at many places. Our heavy artillery caused four large explosions in the enemy rearward lines near Pozieres.

To-day our artillery was again active at numerous points, considerably damaging hostile defensive works, notably at Longueval, Givency-en-Gohelle, north of Loos and the salient opposite Wytschaete and east of Welltje.

[THROUGH REUTER'S AGENCY.]

GERMAN COMMUNIQUE.

VIGOROUS ENEMY ACTIVITY.

AMSTERDAM, June 27th.

A German communiqué states that south of the La Bassee Canal to beyond the Somme, the enemy have developed continual and vigorous activity. At night they heavily bombarded the Lens suburbs and also gassed our lines north of Albert.

THE VERDUN BATTLE.

ENEMY'S OBJECT AT THIAUMONT.

PARIS, June 28th.

It is semi-officially announced that the enemy's object at Thiaumont is to penetrate the ravine from Fleury to the Meuse, in order to take in the rear Froid de Terre and Souville.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

ENEMY OFFENSIVES.

REPULSED.

BUKOVINA PROGRESS.

CONTINUES.

PETROGRAD, June 26th.

A communiqué reports intense artillery fire on the Dvina front, the repulse of German offensives north of the Pripiet marshes, a heavy bombardment in the northern quadrant of the Lutsk salient, with local offensives in massed formation, which were everywhere repulsed.

Southward of Buczes the Cossacks forced the river, taking 350 prisoners.

The progress in Bukovina continues, and we are approaching the Transylvania Passes. The Turks repeated night attacks at Platana, in the Djivislik region, and at Trebizond were repulsed.

In Mesopotamia, the Turks stormed sectors of the Russian positions at Revanduz, but were ejected with the bayonet.

A Turkish offensive in the Bagdad direction was easily stopped, the enemy losing heavily.

RUMANIA AND THE RUSSIAN ADVANCE.

INTERVENTION URGED.

BUKHAREST, June 26th.

The Russian successes have created a great impression, and the Opposition urge intervention.

ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

IMPORTANT ITALIAN SUCCESSES.

ROME, June 26th.

A communiqué states that the Italians have scored important successes. They have forced the Austrians to evacuate Castle Gomberte, in Asiago, and Monte Cencio, and are following up the enemy hot-foot.

SUBSTANTIAL ITALIAN ADVANCE.

HEAVY ENEMY LOSSES.

ROME, June 26th.

A communiqué shows that a substantial advance has been made by the Italians from Vallarsa to Sette Comuni. They are nearing the outskirts of Arsiero, and have occupied the line formed by Mount Longara, Gallio, Asiago, Cesuna, and the mountains north-eastward and south westward thereof. Along the whole front they found the enemy's trenches full of corpses, besides large quantities of arms, ammunition and food.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

ITALIANS SINK MUNITION-LADEN STEAMERS.

ROME, June 26th.

Last evening Italian units sank two munition-laden steamers of 5,000 and 3,000 tons at Durazzo, and returned without a casualty.

GERMAN COUP.

ITALIAN CRUISER AND FRENCH DESTROYER SUNK.

PARIS, June 16th.

An Italian auxiliary cruiser, the *Citta di Messina*, and a French escorting destroyer, *Fourche*, were torpedoed by a submarine in the Straits of Otranto. Most of the crews were saved.

SUBMARINE WARFARE.

LONDON, June 26th.

The British steamer *Antelope* and five Italian sailing ships have been sunk. A Danish schooner was attacked and fired.

The steamers *Heraule* (French) and *Burma* (British), and the sailing ships *Gabrielle Dale* and *Saturnina Fanny* (Italian) have been sunk. The *Recruit* was sunk in the Mediterranean. Of her crew 36 have been landed. Five of the *Burma's* crew are missing.

THE BALKANS.

[THROUGH REUTER'S AGENCY.]

BULGARIAN ATTACK.

REPULSED.

SALONIKA, June 26th.

A Bulgarian attack at Poroy has been repulsed.

TURCO-RUMANIAN COMMERCIAL AGREEMENT.

BUKHAREST, June 26th.

The idea of a Turco-Rumanian Commercial Agreement has been abandoned.

BULGARIAN OBSTINACY.

BUKHAREST, June 26th.

Bulgarian obstinacy is continuing. The closing of the Rumanian-Bulgarian frontier is creating a most unfavourable impression in official circles.

GENERAL.

[THROUGH REUTER'S AGENCY.]

THE ANTI-TURK RISING.

GRAND SHERIF'S THREE ARMIES.

CAIRO, June 26th.

The Grand Sherif of Mecca has given the command of an Army to each of his three eldest sons. They have destroyed the stations along 110 miles of the Hedjaz railway, to prevent the sending of reinforcements.

LATER.

It appears that the Grand Sherif has raised three armies, the commands of which he gave to his three eldest sons. The first is besieging Medina, the second occupied Taif, taking prisoners most of the garrison, and the third captured Jedda with the garrison, field-guns, quick-firers, rifles and much ammunition. Sherif's followers also cut the telegraphs, uprooted the Hedjaz railway and destroyed the stations for 150 kilometres northward to prevent the sending of reinforcements. It is related that when Enver Pasha visited Hedjaz, the Grand Sherif told him that he was an ignorant youth who had dragged Turkey to destruction.

MESOPOTAMIA MATTERS.

NO MORE DETAILS AT PRESENT.

LONDON, June 26th.

In the House of Commons, Mr. Tennant said that it was not desirable in the public interest to give further details regarding Mesopotamia at present.

GENERAL TOWNSEND'S REPRESENTATIONS.

LONDON, June 27th.

In the House of Commons, Mr. Chamberlain announced that he first learned of General Townsend's representations to General Nixon from the Viceroy's telegram of April 9th.

The decision to despatch two divisions from France to the assistance of General Townsend was taken on September 23rd, 1915.

[THROUGH REUTER'S AGENCY.]

EAST AFRICA CAMPAIGN.

ENEMY HEAVILY DEFEATED.

LONDON, June 26th.

General Smuts reports that he heavily defeated the enemy on the 24th on the Likigura River, 40 miles south of Handeni, and captured numerous prisoners, including eleven Germans, rifles, and ammunition. Our casualties were four killed and 20 wounded. The enemy's losses were severe.

General Smuts added that the enemy, who were in a strong position in a dense bush, to the west of the river, were frontally attacked in the morning, while another column arriving after a night march assaulted his left flank and rear.

TREATMENT OF BRITISH PRISONERS IN GERMANY.

HINT OF REPRISALS.

LONDON, June 27th.

In the House of Commons, Lord Robert Cecil said that an American official report showed that the Germans had reduced the food supplies of British prisoners at Ruhleben to half the necessary amount. The Government had consequently proposed to Germany the exchange of British prisoners at Ruhleben for the same number of German civilian prisoners in England. If the Germans did not accept the proposal this week we would consider steps regarding the rations of German civilian prisoners in England. (Loud cheers.)

GERMANY'S FOOD PROBLEM.

A PRECARIOUS CONDITION.

AMSTERDAM, June 27th.

Food Dictator Batocki, in an interview, hinted that the temporary prohibition of the consumption of meat might be necessary to September. This will be compensated for by an increase in bread rations. The continuation of the present rations during the winter depended upon the result of the harvest.

GERMANY'S FINANCIAL STRESS.

AMSTERDAM, June 26th.

Germany is trying to borrow large sums from private people in Holland.

CONSCIENTIOUS OBJECTORS.

NO CHANGE IN I.S.C.

LONDON, June 27th.

The Government has accepted the proposal of Mr. Chamberlain making ineligible for the Indian Civil Service any person who has applied for exemption from military service on the ground of possessing a conscientious objection to combatant service. The rule comes into operation immediately.

MAGNIFICENT GIFT FROM SULTAN OF JOHORE.

PRESENTS SQUADRON OF WAR AEROPLANES.

SINGAPORE, June 26th.

The Sultan of Johore has presented the Imperial Government with a squadron of war-aeroplanes, costing £31,500.

THE IRISH SITUATION.

RESOLUTIONS BY IRISH PARTY.

LONDON, June 26th.

At Dublin, a meeting of the Irish Party, under the Presidency of Mr. John Redmond, passed a resolution, with two dissentients, expressing deep gratitude at the self-sacrifice of the Ulster Nationalists in consenting to temporary exclusion, and stating that they were looking to an early establishment of an united, self-governed nation; also declaring that Mr. Lloyd George's proposals should be accepted as the best means to an end.

The same meeting also unanimously passed a resolution demanding the release of interned persons who were not connected with the rising in Ireland.

PERSIAN GULF DISTURBANCES.

LONDON, June 26th.

In the House of Commons Lord Robert Cecil said that the survey of the Mohammerah-Khoramabad line was inevitably delayed by local disturbances.

[THROUGH REUTER'S AGENCY.]

UNITED STATES AND MEXICO.

A GRAVE SITUATION.

WASHINGTON, June 26th.

The situation is very grave. President Wilson yesterday conferred with the Leaders of Congress, and subsequently with Mr. Stone, Chairman of the Senate Foreign Relations Committee.

It is opined that war is virtually certain. General Carranza said he is willing to accept the mediation of the South American Republics, but Mr. Lansing holds that there is nothing to mediate upon.

SURVIVORS OF THE CARRIZAL FIGHT.

SAN ANTONIO, June 26th.

American Headquarters in Mexico reports that 38 participants in the fight at Carrizal have returned, including a Captain who was believed to be dead. There are now 15 missing.

AMERICA'S TIGHTENING GRIP.

LONDON, June 27th.

America is tightening the screw upon Mexico, and is considering the stoppage of imports. Refugees who have arrived at the frontier report that a mob, led by the Major, destroyed the American Consulate at Torreon.

STRONG NOTE TO MEXICO.

WASHINGTON, June 27th.

President Wilson has sent a very strong Note to Mexico demanding the immediate release of the troops captured at Carrizal.

CASEMENT TRIAL OPENS.

MANY JURYMEN CHALLENGED.

LONDON, June 26th.

The trial of Sir Roger Casement for high treason opened at the High Court before the Chief Justice, Justices Horridge and Avory and a jury.

The Attorney-General and the Solicitor-General are prosecuting on behalf of the Crown, and Serjeant A. M. Sullivan, Mr. Artemus Jones and Professor J. Morgan are defending.

The Court and the galleries were packed.

Prisoners pleaded not guilty, and numerous jurymen were challenged.

AMERICAN PRESIDENTIAL ELECTION.

COLONEL ROOSEVELT DECLINES NOMINATION.

CHICAGO, June 26th.

Colonel Roosevelt has written definitely declining nomination, and deprecating the nomination of a Progressive candidate, adding that he himself would strongly support Judge Hughes.

MILITARY HONOURS.

LONDON, June 27th.

A Gazette contains the following decorations:—

K.C.B.—Major-General Frederick Campbell.
C.B.—Major-General W. R. Marshall; Colonels N. G. Woodruff, S. F. Crocker; F. W. Gordon Hall, F. H. Cunliffe; Lieut-Colonels P. C. Palm, C. F. Murray, C. H. Derougemont, B. J. Mawhinny, H. H. Roddy.

C.M.G.—Lieut-Colonels C. D. Price, O. K. Tancock; Major Andrew Sheen.

D.S.O.—Lieut-Colonel P. H. Pryor; Majors I. U. Batty, R. F. Finlay; Captains A. A. Beaman, W. B. Dunlop, H. T. Skinner.

MILITARY CROSS.—Captains W. G. Ayscough, P. T. Banford, H. J. O'Neill, R. L. Sweeney, R. S. Townsend; Lieuts. C. M. Maltby, G. F. Shakespear; Second Lieuts. A. W. Blanford, P. E. Durand, J. A. Ewart, D. H. Ferguson.

ROYAL RED-CROSS, Second-Class.—Miss A. R. Lowe, Queen Alexandra's Nursing Service.

MINIMUM PRICES TO BE REMOVED.

LONDON, June 27th.

The Stock Exchange announces that all the remaining minimum prices will be removed on July 3rd.

[THROUGH REUTER'S AGENCY.]

SIR ERNEST SHACKLETON.

FRUITLESS ATTEMPT TO RESCUE ELEPHANT ISLAND PARTY.

LONDON, June 27th.

The *Daily Chronicle* announces that Sir Ernest Shackleton has returned to Port Stanley after a fruitless attempt to rescue the members of the expedition whom he left at Elephant Island.

PRIVATE LONSDALE.

AMSTERDAM, June 26th.

The *Voorwaerts* denies the report that Private Lonsdale has been pardoned.

LORD SELBORNE'S RESIGNATION DISCOUNTED.

LONDON, June 27th.

Lord Selborne's resignation is discounted. It is stated that it will not affect the Home Rule situation.

OBITUARY.

RIGHT REV. R. BRINDLE, D.S.O.

LONDON, June 27th.

The death is announced of the Right Rev. Robert Brindle, Roman Catholic Bishop of Nottingham since 1901.

[The deceased, who was at one time an Army Chaplain, had the D.S.O. conferred upon him for services in Egypt and the Sudan, including the battles of Atbara and Khartoum. He held many medals and clasps, and was many times mentioned in despatches.]

EARL SANDWICH.

LONDON, June 26th.

The death has occurred of Earl Sandwich.

WAR NEWS.

INGENIOUS EAR PROTECTOR.

The use of cotton wool in the ear to deaden the concussion caused by the explosion of shells, mines, etc., has been found to be of little avail, for the number of men who have been rendered totally deaf in the war is said to be very large. German artillerymen are now being provided with an ear-protector, the invention of a Dr. A. Eysell, and it is said that results are most satisfactory. The invention is described in the *Munich Medizinische Wochenschrift*. It consists of two hollow spheres, screwed together and each drilled through in the same direction. In the hollow space is suspended a metal ball which acts as a valve. Ordinary sound waves have no effect on the valve, but as they increase the ball is pressed against the valve-seat until they are entirely obstructed. The whole apparatus is only about two centimetres in length, and is easily fitted to the ear.

BRITISH YEOMANRY IN THE BALKANS.

A message from Salonika, dated May 13th, says:—During the past fortnight there have been numerous patrol encounters between parties of our cavalry and German Uhlans in the debatable land near Lake Doiran. So far, our men seem to have had the best of things, as, while the enemy has lost 24 killed, some wounded, and a few prisoners, our losses have been nil.

Our Yeomanry have shown a courage and dash, as well as an initiative and ingenuity, which have enabled them usually to get the advantage over the enemy.

The most successful engagement was in a village, which has already been the scene of frequent fighting, and when a strong party of Germans was surprised by a small patrol who, without waiting for support, although greatly outnumbered, proceeded to make an immediate attack, pouring in a rapid fire, which emptied half a dozen saddles, killed one horse, and induced the Uhlans to break into precipitate flight, leaving three wounded and one injured prisoner in our hands.

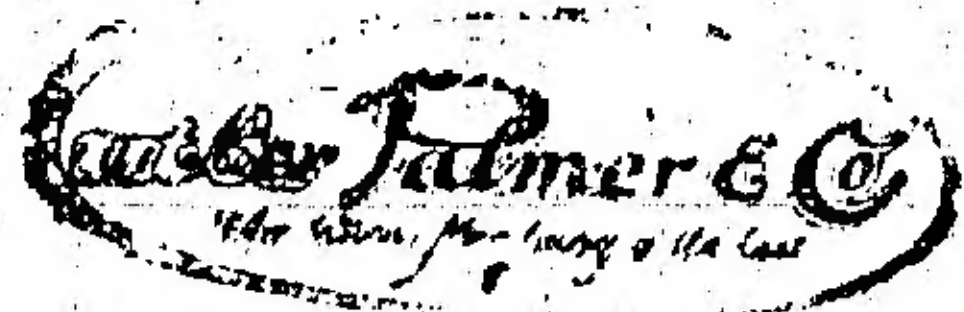
When our reinforcements arrived it was only a question of following up the success, but owing to the unfavourable nature of the ground the officer in command decided that this would be too risky. He was justified in this decision afterward by information elicited from prisoners that a trap had been laid in the woods north of the village, where several machine-guns were concealed. The Uhlans had been sent out to draw the British into the ambush, but had been themselves surprised by our patrol.

Another engagement in the same neighbourhood accounted for seven Germans killed in an ambush prepared by our men. It had been arranged that while they were retreating the Germans should fall into a second ambush of a detachment of infantry, but, owing to a misunderstanding in regard to time, the subsidiary plan miscarried.

On another occasion a machine-gun jammed after the third shot, enabling the ambushed Germans to get away almost without loss.

REFINED KULTUR.

The following extract from a letter received by the Rev. W. E. Horley, of Ipswich, from a friend who is a Minister in England, dated Banbury, Oxford, March 8, speaks for itself:—"A friend of mine, a London solicitor, Mr. Gales, went down to meet some exchanged prisoners at Folkestone, and saw amid the pitiful crowd of mutilated (not wounded in war) a handsome young officer who looked strangely fit



NAPIER JOHNSTONE'S
"SQUARE BOTTLE"
WHISKY.
UNVARIED FOR OVER
150 YEARS.
THE SAME TO-DAY AS IN
1745.
BEWARE OF
IMITATIONS.

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS.

WEATHER REPORT.

On the 25th at 11.10. Pressure has decreased in all districts, most rapidly at Shanghai and slightly elsewhere.
The depression which lay over the Sea of Japan yesterday is now central over Mid-Japan.
The depression over China has deepened. It is now central over the north-west of Shanghai.
Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.02 inch. Total since 1st January, 54.13 inches, against an average of 37.44 inches.

The forecast for the 24 hours ending at 10 a.m. to-day is as follows:

DISTRICT	FORECAST
Hongkong & Neighbourhood	S. to S.W. winds, fresh, squally; if it is shewery.
Formosa Channel	The same as No. 1.
South Coast of China between Hongkong and Lamook	The same as No. 1.
South coast of China between Hongkong and Hainan	The same as No. 1.

CHINA COAST METEOROLOGICAL REGISTER.

27TH JUNE, A.M.

Station.	Hour.	Barometer at Sea Level.	Temperature.	Humidity.	Direction of Wind.	Force.	Weather.
Wanchow	6 a.	29.75	78	85	SW	4	Cloudy
Namur	6 a.	29.75	78	85	SW	4	Cloudy
Shanghai	6 a.	29.75	78	85	SW	4	Cloudy
Wanchow	6 a.	29.75	78	85	SW	4	Cloudy
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THE NEAR EAST.

GREECE'S POLICY.

I have had many opportunities within the last few days, says the London correspondent of the *Pioneer*, of discussing the position of affairs at Salonika with Serbian officers who came here in the suite of the Crown Prince as well as with a member of the Greek Parliament now in London. The latter gentleman is bitterly opposed to the policy of the King and maintains that the majority of his countrymen feel humiliated at the betrayal of the Serbs. Personally I think the King was between the devil and the deep sea. Had we been in a position to have landed 300,000 men (by "we," I mean the French and ourselves) we should have saved Serbia and shortened the war. As it is, Serbia is now a mass of ruins and thousands of her peasantry are exiles on Italian and Greek soil. The Serbian Army is reduced to about 150,000 men instead of the 400,000 which existed twelve months ago. These hardy warriors, unused to campaigning, have had three months' rest at Corfu (and are now at Salonika). It is anticipated that they will take up their position midway between the French and ourselves and when the final advance is ordered they will be permitted to have the place of honour in the attack on Monastir. They know the country well, for it was the Serbian Army which drove the Turks out of Monastir at the commencement of the war of 1912, and they inflicted a series of crushing defeats on the Bulgars at Bregalnitsa when their late Allies so treacherously attacked Serbia and Greece in June, 1913.

THE SUBMARINE BASES.

The Isles of Greece and the tiny harbours of the mainland have been made bases for German submarines, and English ships and lives have been lost by the attacks of submarines which have been able to keep the sea by means of petrol furnished by Greek merchants and more or less openly stored in Greek harbours. From Corfu in the west, to Thasos in the east, a whole chain of these depots is known to have existed. Some have been discovered; others have still to be found. The occupation of a number of the islands and systematic searching of the mainland harbours have to a certain extent crippled the action of the German submarines, and now the insolent claim is made by our enemies that these same pirates have the right to enter a neutral port, remain unmolested for 24 hours, and fill up with petrol from neutral sources. Such a preposterous claim was never urged before. It has been abundantly proved that these same submarines have violated our laws of humanity; and yet they claim to be permitted to carry on their murderous careers unchecked. Such a claim is clearly quite inadmissible, and unless Greece absolutely declines to discuss the question she will find that the Allies will be compelled to take very strong action to bring her present Government to its senses.

GREECE'S AIMS.

The tour to the Allied Courts now in progress by Prince Nicholas, brother of King Constantine, has been undertaken with a view to ascertaining from England, France, and Russia what territorial compensation will be given, not promised, to Greece as the price of her alliance. I am told that Greece demands the immediate cession of Cyprus and of islands now in possession of Italy, and the promise of the reversion of Smyrna and a considerable tract of territory on the neighbouring coast, including the harbour of Iskanderun, and as far inland as Aidin. I need scarcely say that was not likely to look favourably on this suggestion, but I believe that the Prince went away confirmed in the belief that the cession of Cyprus might be arranged under certain reservations. With the probability of our being under the necessity of landing troops at Alexandria and Messina, it would, however, be the acme of folly to allow Cyprus to pass into other hands until the conclusion of the war, for it is well known that all along the coast of Asia Minor there are depots for submarine supplies, which supplies find their way down from Constantinople at times by the railway, at others by sailing craft which sail along the coast. These craft are in many cases owned by Greek subjects and the supplies are the property of Greek merchants, who are reaping a large fortune out of this contraband trade. The activities of our fleet in the Mediterranean are largely taken up with searching out the lurking places of the submarines, and the considerable success has been gained in discovering them.

RUMANIA'S POSITION AND THE RUSSIAN ADVANCE.

A telegram from Bucharest, dated June 8th, says that the newspaper *Turfiga* states that the Bulgarian military authorities in Rusechuk on the morning of June 8th notified the Rumanian Consul that the port would be closed to passengers and goods from Rumania until new arrangements are made. The newspaper *Rumania* writing about the military position, remarks that undoubtedly the Russian advance, after many months of careful preparation, is of much importance owing to the fact that it is made along the Rumanian frontier, indicating the intention of the *Entente* Powers to give Rumania the opportunity of realising her ideals.

News from Tursoverin states that notwithstanding the silence maintained by the Austro-Hungarian Press concerning the route of the Austro-Hungarian forces in Volhynia, Galicia and Bukovina, this news has spread through the whole Monarchy, causing general depression. In Segedin and Temesvar large crowds have gathered in front of the military headquarters, waiting apprehensively to hear the result of the fighting with the Russians.

A CHANGE FOR THE OUTER PEOPLES.

MOBILIZATION OF FINANCE.

WORLD-WIDE BRITISH RESOURCES.

(FROM A CORRESPONDENT TO "THE TIMES.")

Cecil Rhodes was the greatest man of his time. Although he lived and worked in South Africa, he stood for the British Empire in the eyes of the world as no man had ever stood. He was a statesman and Prime Minister. But, first and foremost, he was a doer of things and a creator of wealth. Other men talked about doing, or wrote economic treatises. He devoted himself to the development of a nation's resources before your eyes. He re-created the diamond fields, left deep impressions upon the goldmines, and opened a vast territory for us, and by way of showing the people of those countries just what could be done, became the greatest railway builder, landowner, irrigationist, cattle-breeder, and fruit farmer of them all.

If Rhodes were alive to-day he would hardly be well pleased. I can picture him, in that room of his at the Burlington Hotel, pacing the floor, pouring out his words, telling us just those home truths which we ought to be told. Brushing military matters aside, Rhodes would tell us that this was a war of economics, a war of national resources. Displaying a map of the world, he would point to Germany—a compact, but smallish patch—and then, with angry, flashing eyes, to the immense red-coloured aggregate of the British Empire, that forms a quarter of the globe.

"Do you consider," he would shout, his voice rising to that almost falsetto which reached your ears, "do you consider that you are getting one-half the value from the Empire which you ought to get? This is a war of commodities. Has the Empire organized its commodities? This is above all a war of money. Have you organized the Empire's money? There are several millions of Britons in foreign countries. Have you organized their money? Don't blame the Empire. Don't blame the overseas. If you don't tell them the truth, how are they to know it?"

"What they do know is that you want men. They have sent them. What they don't know is that you must have money, and that you will be in peril without, and that only money is going to be critical, and we must have every Briton in the world saving from now on. You needn't be afraid about the Germans knowing. They have known about it for months. So you can just cable off in plain English and take the Empire into your confidence."

OUR FINANCIAL RESERVOIR.

When war broke out the self-governing colonies applied for, and received, loans from Great Britain. The Colonial loans from Great Britain began to flow. But later, when Britain began supporting the allied nations to the extent of £1,000,000 a day, it was seen that the richer colonies must finance themselves. Canada then raised an internal loan. This she followed up by placing £10,000,000 to our credit over there. A still further loan has been successfully placed in New York, while other internal loans have been decided on. Australia has recently raised internal loans. These were successful, as was to be expected of a community whose bank deposits average £30 a head. Her resources, strengthened by the high prices received for her wool, and her exports of food, must be still appreciable. New Zealand is also a wealthy community, and while the war lasts may be expected to finance her own share in it.

These three, then—Canada, Australia, and New Zealand—are the self-financing Dominions; and while it is the duty of every Briton in the world, from now on, to save his money, and lend it to the Empire, it is the particular duty of Canadians, Australians, and New Zealanders to support the war loans by their own Governments. But we should reach all the Britons other than these. There are some millions of them spread over the world. They are, on the whole, an influential and well-to-do class. They have contributed generously to Red Cross funds, aeroplane funds, wounded soldier funds, and the like; but not one man or woman in fifty of them has been made to realize that the Old Country itself is soon going to be in dire need of every penny they can muster. In this category come the Britons in South Africa, in Newfoundland, in India, in Burma, and Protectorates; in Egypt and the Sudan; the two millions or more resident in the United States; the considerable communities in Argentina, Chile, Brazil, Mexico, and throughout Latin America; those in China, Japan, Siam, Borneo, and other parts of the East; and those in Spain, Portugal, and Scandinavia.

THE CALL TO BRITONS OVERSEAS.

The message to these Britons overseas is simply this: "While the Old Country is spending £5,000,000 a day to carry on the war, her people, at home and abroad, should be saving. If they don't save, in this war of exhaustion, they risk defeat." Bearing this in mind, they should forgo luxuries for the term of the war, marshal their finances, and lend them to Great Britain. Those living in the United States, can render even greater service. First, they can save. Secondly, they can convert their local stocks and shares, or other property, into cash. Thirdly, awaiting that not distant date when the exchanges may turn seriously against us, they can then send their cash to London, and so strengthen the exchange. And fourthly, they can enlist the financial sympathy of their neutral friends. If the urgency of our need were thus known throughout the Empire and to all Britons overseas, as it is not known, there would be a great response.

A few weeks ago I received a letter from Sarawak, in Borneo. The writer had been reading a pamphlet about the money danger. He said that the British community there had no knowledge about this, and asked for the fullest information. A letter has been passed on to me that came from Octacandun, the hill station of Southern India. A retired colonel wrote about the money position, hungry for information, deeply

(Continued on next Column.)

OLD CARAVAN WAY IN ASIA.

CHINESE SILK ROUTE.

Sir Aurel Stein has reached London, reports a London daily of May 27, on the conclusion of a two and a half years' journey through Eastern Turkestan, Westernmost China, the Pamirs, Russian Turkestan, and the Persian-Afghan border, a journey which involved over 11,000 miles of marching. Of his discoveries Reuter's Agency furnishes some details.

Sir Aurel followed a line of march to the Pamirs which took him across Darel and Tangir, a territory in the Hindu-kush, never before visited by Europeans. The visit was made possible by the chance that Pakhtur Wali, an exiled chief from Chitral, who had carved out for himself a new kingdom there, was then endeavouring to consolidate it by getting into friendly relations with the Government.

In Chinese Turkestan, in the Taklamakan desert, there still stood a large ancient orchard showing with much clearness the elaborate arrangement of fruit trees and vines carried over trellis, all dead. The settlement had been abandoned close on 1,700 years ago, and the river which once carried water to it now loses itself in the sand at a very great distance.

Perhaps his most important discovery was the tracing of the ancient route through the Lop desert and of the numerous ruins along that part of it which lay through a dried-up ancient delta. It was by this route that the ancient Chinese conveyed all their silk to Central Asia and the far-off Mediterranean. The numerous pieces of exquisite Chinese silks and brocades found in the cemeteries will open up a new chapter in the history of textile art.

In that part of the desert which was waterless in ancient times for a distance of some 100 miles he was able with accuracy to trace the route of the ancient caravans by finds of coins and other small objects accidentally dropped.

In one place the direction in which a convoy had moved was clearly marked by hundreds of copper coins strewn the salt-encrusted ground. They had probably dropped from a load during a night march and had remained untouched for at least 1,600 years.

anxious to do his share. Again, in this last week a letter came from Hueyia, in Spain. The writer wanted pamphlets by return of post. These were sent him, and a further stock for those British living at the not distant Rio Tinto mines. From San Paulo, the second city of Brazil, an Englishman has written:—"No organized propaganda is being made among the members of the British community. So far as I know, all that is being done is by bank managers, in a spasmodic manner, when consulted as to suitable ways to employ money." He goes on to suggest, in the most lucid and understanding way, just such an organization as is here being sketched out.

THE RIGHT SORT OF INVESTMENT.

To reach the overseas Britons, to place the money question before them, and to enlist the sympathy and practical help of a very great number, is only a matter of organization and of action. The first thing is to be able to place before them the right sort of investment for their money. It should carry 5 per cent. It should be redeemable locally, when due, and should be due at a reasonably short date. It should be free from income-tax. The present Exchequer bond seems to fulfil most of these requirements, and we may hope that the Chancellor of the Exchequer, for the purposes of such "overseas" propaganda, will see fit to add these modifications. Such bonds, duly created, should be brought to the notice of every Briton overseas. The reasons why he should invest in it should also be explained to him. Innumerable channels for reaching him exist. First of all there are the cables. The London correspondents of the Empire's Press may be expected to render valuable help, while Reuter's Agency have specially promised assistance. There are the Colonial Governors, Commissioners, and Postmasters. There are the British Ministers abroad, the Consuls, and Consular Agents. There are the many British banks abroad, the insurance companies, and the British owned railways and steamship lines. There are our great corporations in foreign countries, like the Anglo-Persian Oil Company, the Bombay-Burma Company in Siam, the Shell Company in the Dutch Indies, the nitrate companies of Chile, the land companies in the Western States and in the Argentina, and big mines everywhere, too numerous to mention. There is the Overseas Club, with its 300 members, and the Patriotic League of Britons Overseas. Any financial appeal ought to go out with every bill of lading, every trade circular, and every newspaper; and last, but not least, it should be enclosed in every letter which is sent abroad.

ASSURED RESPONSE.

There is no doubt at all but that our people overseas would respond. State the case frankly to them, and they will not fail us. We can rely on them to send their money, fortifying us, and strengthening the exchange. Such an appeal would give them an opportunity of helping in our need, and would make them feel that they could do something for us. Nor would these efforts be confined to the British-born. The appeal would have a subtle influence upon those other millions who share our Empire. There are great reservoirs of loyalty which we have not yet begun to tap. The Anglo-Indians in the Empire are not a wealthy class. Yet they are capable of real sacrifice. The wealthy Parsee community ought not to be overlooked. The large Chinese communities in Hongkong, Singapore, Penang, Rangoon, and the Malay States are not only well off, but are just as keenly as we do the advantages of political freedom and stability. I have met Arabs and very many black men in the depths of the tropics for whom the Empire has a meaning. There is in fact untapped wealth in the hands of coloured races all over the Empire—many hidden wells, too, of quiet loyalty. We should at least be able to devise methods of putting both of these to the test. (Times Empire Day.)

THE TRENTINO BATTLE.

GRAPHIC STORY OF THE ATTACK.

The *Corriere della Sera* published the first independent account of the Trentino fighting, as follows:—

The Austrians have opened a breach in the wall of defence which we had won by heavy sacrifices beyond our frontier. They have beaten with a hurricane of fire upon our Alpine line at its most delicate point, striving with desperate fury to penetrate into Italian territory. This is the hardest moment of our war; it is also one of the most bitter and violent assaults of the whole European war.

The battle rages furiously. The Austrian attack is being made with colossal forces in the narrow zone between the Adige and the Val Sugana. The enemy had assembled 14 divisions of his best troops. An Austrian officer who was taken prisoner said:—

"You are not far from the truth in reckoning that there are three hundred thousand men against you. These comprise the armies of Dankl, Kovecs, and the Brocevic, and these armies are served by unlimited artillery. More than two thousand pieces are raining on a 25-mile front projectiles of all calibres."

On Sunday morning (May 14) three shadows approached the Italian trenches. As they advanced they were recognized as Austrian Slav deserters. They said:—

"The attack has been ordered tomorrow. The bombardment will last from dawn to 6 p.m., when the infantry will attack."

The information was exact. A bombardment of incredible violence began. Aeroplanes regulated the fire of a 15cm. naval gun, which sent five projectiles on the town of Asiago. After the bombardment had ceased the first infantry attack came. The troops attacked en masse, and at the same time attacks were made from the Adige to the Val Sugana. Four onslaughts were made on Zugna Torte. Our machine-guns cut down the blue masses of men; the wire entanglements were heaped with dead. The bombardment had destroyed all the first-line trenches. The infantry then hurled itself against the advance posts of the Val Terragnolo. The Alpini, defeated by 10 hours of bombardment, defended every foot of the ground, fighting always in snow. Three terrible bayonet counter-attacks lacerated the Austrian lines, but the assaults were innumerable, and no help could come, as the entire front was a cauldron. The Alpini who remained, so few in number, threw themselves on the enemy again, permitting the retirement of the main body to the line running from Malga Milegna to Soglio d'Aspio. Even here there was one avalanche of fire. The enemy artillery had been pouring explosives on these positions for 10 hours. The enemy infantry here attacking were annihilated and the enemy dead fell the valleys, but fresh troops swarmed up from all parts.

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JAVA-CHINA-JAPAN LIJN

REGULAR FORENIGHTLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE ON OR ABOUT	FOR
TJILATAP	BALIKPAPAN & JAVA	30th June		KOBE
TJIPANAS	JAVA	4th July	11th July	SHANGHAI
TJIBODAS	KOBE	8th July	10th July	BATAVIA
TJIKINI	SHANGHAI	July	14th July	BATAVIA
TJIMANOEK	JAPAN	17th July	24th July	BATAVIA

* Wireless Telegraphy.
The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands India and Australia.
For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

Telephone No. 1574.

JAVA-PACIFIC LIJN.

MONTHLY SERVICE BETWEEN

NETH. INDIA, MANILA, HONGKONG & SAN FRANCISCO.

Next Sailings for SAN FRANCISCO via NAGASAKI.

Subject to Change Without Notice.

S.S. "KABIMOEN"	12th July.
S.S. "TJIKEMBANG"	11th August.
S.S. "ARAKAN"	11th September.

The Steamers have accommodation for a limited number of Saloon Passengers and carry a duly qualified surgeon.
Cargo taken on through Bills of Lading to all Overland Points in the United States of America and Canada.
For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN,

MANAGING AGENTS.

York Building,
Hongkong, 15th May, 1916.

CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

S.S. "CHINA"

WILL SAIL FROM HONGKONG FOR

SAN FRANCISCO

VIA SHANGHAI, NAGASAKI AND HONOLULU.

1 P.M. JUNE 29 - SEPT. 5 - NOV. 11.

AN UNSURPASSED HIGH-CLASS PASSENGER SERVICE AT INTERMEDIATE RATES.

O. H. RITTER, Freight and Passenger Agent,
Prince's Buildings, Ice House Street.

Hongkong, 27th May, 1916.

THE TAIKOO DOCK YARD

AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCK YARD, HONGKONG.

SHIPBUILDERS SALVORS AND REPAIRERS. BOILERMAKERS
BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,
ELECTRICAL AND MECHANICAL ENGINEERS.
WELDING AND CUTTING OF METALS BY OXY-ACETYLENE
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines,

* Boilers, Railway Rolling Stock, Bridges, and all Classes
of Engineering Iron and Wood Work.

GRAVING DOCK—78' by 88' by 34' 6"

Pumps Empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons displacement, providing conditions for painting ships with masts and rigging.
100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES
throughout the Shops reaching to 100 Tons.
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNYCROFT & CO., LTD.

PETROL and KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS, LAUNCHES,
HOUSEBOATS and PLEASURE CRAFT OF EVERY DESCRIPTION.
MOTOR PUMPING and LIGHTING SETS, MOTOR VEHICLES, Etc.
Dockyard Managers, can be seen between the hours of 11 A.M. and 12 Noon
at the Town Office.

BUTTERFIELD &

SHIPPING

ARRIVALS.

CAVANHA, British str., 2,810, Schme, 26th June—Manila 22nd June—Order.
 KATHLEEN, British str., 2,301, T. Ponting, 26th June—Moji 18th June, Coal.—Jardine, Matheson & Co.
 KIRIN MARU, Japanese str., 3,703, T. Sasaki, 27th June—Singapore 21st June, Cotton.—Nippon Yusen Kaisha.
 KURUPING, Chinese str., 1,773, J. B. Howie, 26th June—Bangkok 20th June, General—Order.
 LOONOSANG, British str., 1,093, Knight, 27th June—Manila 24th June, General—Jardine, Matheson & Co.
 PERSIA MARU, Japanese str., 2,679, J. Maki, 26th June—San Francisco 27th June, General—Toyo Kisen Kaisha.
 SHANTUNG, British str., 1,560, J. Mestrel, 27th June—Shanghai 23rd June, General—Butterfield & Swire.
 SINKIANG, British str., from Canton, 20th June.
 TILATJAP, Dutch str., 5,000 F. E. C. van Scherneck, 27th June—Balik Papan 20th June, General—Java China Japan Line.
 TOSA MARU, Japanese str., 3,150, Takano, 27th June—Kobe 22nd June, General—Nippon Yusen Kaisha.

CLEARANCES.

IN THE HARBOR MASTER'S OFFICE.
 KIRIN MARU, Jap. str., for Shanghai.
 MORRIS, British str., for Saigon.

DEPARTURES.

June 27th.
 ATSUTA MARU, Jap. str., for Shanghai.
 CHINDA, British str., for Manila.
 CRISTINA, British str., for Tientsin.
 ESSAKA, British str., for Shanghai.
 HAIRONG, British str., for Swatow.
 HANOI, French str., for Haiphong.
 JINSU MARU, Jap. str., for Canton.
 SAID MARU, Jap. str., for Keelung.
 SHANTUNG, British str., for Canton.
 SINKIANG, British str., for Shanghai.

PASSENGERS.

ARRIVED.
 Per Shantung, from Shanghai, for Hongkong, Mr. E. J. Dingle.
 Per Persia Maru, from San Francisco, etc., for Hongkong, Mr. I. Akiyama, Mr. Isamu Abo, Mr. Saml. C. Brown, Judge and Mrs. M. Camus, Master F. Camus, Mr. M. Drevard, Mr. O. Garschinger, Mr. L. G. Jolly, Mr. and Mrs. Chas. E. King, Mr. James Logan, Lieut. H. Maruyama, Mr. Michael Nulty, Mr. E. A. Peck, Mr. L. Poui, Mr. Harold S. Reed, Mr. P. J. Yasunja, Mr. M. Yager, Mr. K. Yamashina, and Mr. A. K. P. Yip.
 EXPECTED.
 Per Himeki Maru, from London, for Hongkong, Mrs. L. Brazier, Master Draxler, Miss L. Rickards, Miss C. M. Saxild, and Mr. J. R. Carton.

LATEST STEAMER MOVEMENT.

The str. Empress of Russia arrived at Yokohama on Monday, the 26th instant, at 3 p.m., left Yokohama on Tuesday, the 27th instant, at daylight, and is due to arrive Kobe this morning.

NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
 "NELLORE"
 Arrived Hongkong on 22nd June, 1916.
 FROM LONDON, MALTA, PORT SAID, SUVA, AND STRAITS.
 Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Tsimshui, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.
 This vessel brings on Cargo—
 From London, 600 tons, "Mongolia."
 Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
 Goods not cleared within 8 days including date of arrival will be subject to rent.
 No Fire Insurance will be effected by me in any case whatever.
 Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 a.m. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. V. D. PARR,
 Acting Superintendent.
 Hongkong, 22nd June, 1916.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Chartered Steamer
 "CHAKRATA"
 Arrived Hongkong on 25th June, 1916.
 FROM BOMBAY AND STRAITS.
 Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Tsimshui, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.
 Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.
 Goods not cleared within 8 days including date of arrival will be subject to rent.
 No Fire Insurance will be effected by me in any case whatever.
 Damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 a.m. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godowns.

E. V. D. PARR,
 Acting Superintendent.
 Hongkong, 26th June, 1916.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blakely Pier. 3. From Blakely Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	RENTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON VIA USUAL PORTS OF CALL.	NYANZA	Brit. str.	—	J. Gaunt	P. & O. S. N. Co.	On 30th inst., at Noon.
LONDON VIA SINGAPORE, MALACCA, PENANG, &c.	KASHIMA MARU	Jap. str.	—	Tab...	NIPPON YUSEN KAISHA	On 6th July, at Noon.
LONDON VIA USUAL PORTS OF CALL.	NELLORE	Brit. str.	—	A. M. King	P. & O. S. N. Co.	On 13th July, at Noon.
LONDON & SWANSEA	City of Bombay	Brit. str.	—	—	THE BANK LINE, LIMITED	On 22nd July.
MARSEILLES VIA PORT...	ANDRE LERON	Brit. str.	—	—	MESSAGERIES MARITIMES	About 8th July.
DELAGOA BAY, DURBAN, EAST LONDON, &c.	KATHIAWAR	Brit. str.	—	—	THE BANK LINE, LIMITED	To-day.
MAURITIUS & SOUTH AFRICAN PORTS	SAKAMIS	Brit. str.	—	D. A. Gardiner	—	On 16th Aug.
VICTORIA & TACOMA VIA MANILA &c.	HAWAII MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 10th July, at 3 p.m.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, &c.	SHIDZUKA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 19th July, at 4 p.m.
MEXICAN, PERUVIAN & CHILE PORTS VIA JAPAN	KITO WARD	Jap. str.	—	Deguchi	TOYO KISEN KAISHA	On 11th July, at Noon.
NEW YORK VIA JAPAN PORTS, SAN FRANCISCO, &c.	SINE BRIDE	Am. str.	—	—	DODWELL & Co., Ltd.	About 3rd July.
SAN FRANCISCO VIA SHANGHAI, NAGASAKI & HONOLULU	TOYOKA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 6th July, at Noon.
SAN FRANCISCO VIA MANILA, JAPAN, &c.	CHINA MARU	Jap. str.	—	—	CHINA MAIL & S.S. CO. LTD.	On 7th July, at 10.30 a.m.
SAN FRANCISCO VIA NAGASAKI...	KARIMORI	Jap. str.	—	—	TOYO KISEN KAISHA	On 12th July, at Noon.
SAN FRANCISCO VIA SHANGHAI, JAPAN, &c.	TENTO MARU	Jap. str.	—	—	JAVA-CHINA-JAPAN LINE	On 1st July.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	—	E. Bent	CANADIAN PACIFIC O. S. LD.	On 12th July.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPERESS OF RUSSIA	Brit. str.	—	A. J. Halley	CANADIAN PACIFIC O. S. LD.	On 12th July.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPERESS OF JAPAN	Brit. str.	—	S. Robinson	CANADIAN PACIFIC O. S. LD.	On 12th July.
AUSTRALIAN PORTS VIA H. N. N. N.	EMPERESS OF ASIA	Brit. str.	—	W. Dixon Hopson	CANADIAN PACIFIC O. S. LD.	On 12th July.
AUSTRALIAN PORTS VIA H. N. N. N.	NIRKO MARU	Jap. str.	—	S. Robinson	NIPPON YUSEN KAISHA	On 14th July, at 4 p.m.
NAGASAKI, KOBE & YOKOHAMA	EASTERN	Brit. str.	—	Takada	GIBB, LIVINGSTON & Co.	On 27th July, at 11 a.m.
JAPAN	AKI MARU	Jap. str.	—	F. Carter	NIPPON YUSEN KAISHA	On 14th July, at 10 a.m.
KORE & MOJI	YUJINGO	Jap. str.	—	K. Yoshikawa	JAVA-CHINA-JAPAN LINE	On 30th inst.
NIJINSIN	YUJINGO	Jap. str.	—	R. S. Anderson	JARDINE, MATHESON & Co., Ltd.	To-morrow at Noon.
SHANGHAI, KOBE & YOKOHAMA	ATSUTA MARU	Jap. str.	1 m.	E. Forsyth	BUTTERFIELD & SWIRE	On 30th inst., at 4 p.m.
SHANGHAI, KOBE & YOKOHAMA	ATIAFTIQU	Jap. str.	—	T. Sato	NIPPON YUSEN KAISHA	To-day, at 7 a.m.
SHANGHAI	YINGKOW	Jap. str.	1 m.	Obatond	MESSAGERIES MARITIMES	About 1st July.
SHANGHAI, MOJI, KOBE & YOKOHAMA	NANKIN	Brit. str.	—	E. S. Jones	BUTTERFIELD & SWIRE	On 3rd July, at 10 a.m.
SHANGHAI	KWONGSANG	Brit. str.	—	G. Manley	P. & O. S. N. Co.	About 4th July.
SHANGHAI	TYNAN	Brit. str.	—	W. Block	JAVA-CHINA-JAPAN LINE	On 6th July, at 10 a.m.
SHANGHAI	TYNAN	Brit. str.	—	L. D. Finckney	P. & O. S. N. Co.	About 17th July.
SHANGHAI	TYNAN	Brit. str.	—	W. C. Pasmore	DOUGLAS LAFRAIT & Co.	On 30th inst., at 2 p.m.
SHANGHAI	TYNAN	Brit. str.	—	J. C. Thomson	DOUGLAS LAFRAIT & Co.	On 1st July, at 2 p.m.
SHANGHAI	TYNAN	Brit. str.	—	Konishi	OSAKA SHOSHEN KAISHA	On 2nd July, at Noon.
SHANGHAI	TYNAN	Brit. str.	—	A. Kobayashi	OSAKA SHOSHEN KAISHA	On 5th July, at 9 a.m.
SHANGHAI	TYNAN	Brit. str.	—	—	OSAKA SHOSHEN KAISHA	To-morrow, at Noon.
SHANGHAI	TYNAN	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 30th inst., at 3 p.m.
SHANGHAI	TYNAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 4th July, at 4 p.m.
SHANGHAI	TYNAN	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 5th July, at 4 p.m.
SHANGHAI	TYNAN	Brit. str.	—	—	OSAKA SHOSHEN KAISHA	On 30th inst., at 7 a.m.
SHANGHAI	TYNAN	Brit. str.	—	—	NIPPON YUSEN KAISHA	On 3rd July.
SHANGHAI	TYNAN	Brit. str.	—	—	DAVID SASSON CO., LTD.	On 30th inst.
SHANGHAI	TYNAN	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 4th July.
SHANGHAI	TYNAN	Brit. str.	—	—	JAVA-CHINA-JAPAN LINE	On 10th July.
SHANGHAI	TYNAN	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at 8 a.m.
SHANGHAI	TYNAN	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	On 2nd July, at 8 a.m.
SHANGHAI	TYNAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 6th July, at 10 a.m.
SHANGHAI	TYNAN	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 4th July, at 10 a.m.

INDO-CHINA S. NAV. CO., LTD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR KORE AND MOJI
 HOHOW and HAIPHONG
 MANILA
 HOHOW and HAIPHONG
 HOHOW and HAIPHONG
 MANILA
 RETURN TOURS TO JAPAN.
 The steamer "KOTANG," "NAGASAKI," and "FOOKANG," leave about every 3 weeks, generally call at Shanghai en route for Japan, returning to a Kobe (Inland Sea) and Moji to Hongkong. Time occupied, 13 days. This service is supplemented by the "YATSHING," "KOMANG," leaving Hongkong at regular intervals for Yokohama (when sufficient inducement is offered), Kobe and Moji and returning thence direct to Hongkong. Time occupied, 19 days.
 These vessels have all modern improvements and are fitted throughout with Electric Light.
 A duly qualified surgeon is also carried.
 Steamers have superior accommodation for First Class passengers and are fitted throughout with Electric Light.
 Taking cargo on Through Bills of Lading to Yagatsu Port, Chaofo Tientsin, Dairen, Weihaiwei.
 Taking cargo on Through Bills of Lading to Kaitai, Lahad Dato, Singapore, Tawau, Umbar, Jemolton and Labuan.
 UNDER STRAITS GOVERNMENT PASSPORT REGULATIONS
 all European Passengers leaving the Colony for 86 mile Settlements are required to produce on arrival at destination passports with their Photographs and description affixed thereto.
 For Freight or passage, apply to JARDINE, MATHESON & Co., Ltd.
 Hongkong, 28th June, 1916. GENERAL MANAGERS.

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215.

AGENTS.

Hongkong, 16th April, 1915

THE ROYAL R.M.S.P. MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG, SUBJECT TO CHANGE WITHOUT NOTICE.

HOMEWARD

FOR STEAMERS DATE OF DEPARTURE

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SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA, and PORTLAND.

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Hongkong, 16th April, 1915.

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CANADIAN PACIFIC OCEAN SERVICES LIMITED

FROM CHINA & JAPAN TO CANADA, UNITED STATES & EUROPE VIA VANCOUVER.
 CALLING AT SHANGHAI, NAGASAKI (Inland Sea), KOBE and YOKOHAMA.
 In connection with the CANADIAN PACIFIC RAILWAY CO.

QUICKEST TIME ACROSS THE PACIFIC

"EMPERESS OF RUSSIA"—"EMPERESS OF ASIA"
 16,850 Tons Gross Register—Quadruple Screw—Speed 21 Knots.
 "EMPERESS OF JAPAN"—REDUCED FIRST CLASS FARES.
 "MONTEAGLE"—INTERMEDIATE.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO CHANGE.

"MONTEAGLE" 1 JULY
 "EMPERESS OF RUSSIA" 12 JULY
 "EMPERESS OF JAPAN" 25 JULY
 "EMPERESS OF ASIA" 9 AUG
 "EMPERESS OF ASIA" 4 OCT

For further information, apply to Consignees' Agents.
 HONGKONG—SHANGHAI—MANILA—KOBE—NAGASAKI—MOJI—YOKOHAMA.

P. D. SUTHERLAND, General Agent, Passenger Department. J. H. WALLACE, General Agent.

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P. & O. S. N. CO.

ROYAL MAIL SERVICE.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR FRANKS TO SAIL REMARKS

LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and STRAITS.

SHANGHAI, MOJI, KOBE, NANKIN, and YOKOHAMA.

LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID, and STRAITS.

SHANGHAI, MOJI, KOBE, NANKIN, and YOKOHAMA.

WIRELESS ON ALL STEAMERS. Return tickets at fare and-a-half available to Europe for two years or Intermediate Ports for six months. Round-the-world and through tickets to New York at Special Rates.

SEE SEPARATE ADVERTISEMENT.

For PASSAGE RATES, HAND-BOOKS, and FREIGHTS, apply to

E. V. D. PARR,

P. & O. S. N. Co.'s Office

Hongkong, 27th June, 1915

Acting Superintendent.

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VESSELS EXPECTED.

THE ENGLISH MAIL.
 The P. and O. str. *Nyanza* left Shanghai for this port on the 26th inst., at 11.15 a.m., with the homeward English mails, and is due here on the 28th inst., at about 6 a.m.
 CANADIAN MAIL STEAMERS.
 The str. *Empress of Japan* arrived at Vancouver on Wednesday, the 21st inst., at 1 a.m.
 The str. *Monteagle* arrived at Shanghai on Sunday, the 25th instant, at 6.30 a.m., and is due here on Thursday, the 29th inst., at daylight.

MERCHANT STEAMER.

The str. *Pinna* is due to arrive here from Singapore on the 28th June, and will most probably leave on the following day.

HONGKONG TIDE TABLE.

From 28th June to 4th July, 1916.

Day of Week	Days of Month	HIGH WATER		LOW WATER	
		H'kong Mean Time	Height	H'kong Mean Time	Height
Wed.	28	h. m.	ft. in.	h. m.	ft. in.
		7 22	0 3	0 50	3 2
Thurs.	29	10 0	3 9	1 03	0 9
		7 57	7 1	1 23	3 2
Fri.	30	10 42	3 8	3 33	0 9
		8 31	7 2	2 5	3 2
Satur.	1	11 18	3 8	4 15	0 5
		9 4	7 2	2 42	3 2
Sun.	2	11 51	3 8	4 51	0 4
		9 38	7 2	2 48	3 2
Mon.	3	10 21	2 8	3 53	0 5
		10 3	3 8	4 38	3 3
Tues.	4	10 49	3 8	6 34	0 9
		10 41	6 8	6 34	0 9

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION CO.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, AMERICAN, CONTINENTAL, AND SOUTH AFRICA PORTS.

THE Steamship

"NYANZA"
 Captain J. Gaunt, carrying His Majesty's Mails, will be despatched from this port on or about FRIDAY, the 30th June, 1916, taking Passengers and Cargo for the above Ports. The str. "NYANZA" will proceed through to Port Said, Marseilles and London.
 Sift and Valuables for Bombay (under arrangements) will be transhipped at Colombo into a Steamer of the P. I. S. N. Co.
 Parcels will be received at the Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
 For further particulars, apply to E. V. D. PARR, Acting Superintendent.
 Hongkong, 19th June, 1916.

CANADIAN PACIFIC OCEAN SERVICES LIMITED

(PACIFIC SERVICE).

THE Steamship

"MONTEAGLE"
 will be despatched from Hongkong at Noon on SATURDAY, 1ST JULY.

For VANCOUVER Via Usual Ports of Call. Passengers and Baggage must be on Board not later than 10 o'clock Morning of Sailing.
 J. H. WALLACE, General Agent.
 Hongkong, 26th June, 1916. [814]

HONGKONG—NEW YORK.

For NEW YORK.
 S.S. "SAINT BEDE" On or about 3rd July.
 For BOSTON & NEW YORK.
 S.S. "MUNCASTER CASTLE" On or about 15th July.

It is intended that both of the above vessels will proceed via Panama Canal.

For Freight and further information, apply to DODWELL & Co., Ltd., Agents.
 Hongkong, 6th June, 1916.

FOR SINGAPORE.

THE Steamship

"KATHLEEN"

will be despatched on or about the 4th July taking cargo for SINGAPORE.

For freight and other information apply to JARDINE, MATHESON & Co., Ltd., Agents.
 Hongkong, 26th June, 1916. [832]

ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, JULY to DECEMBER, 1915. With Index. Price \$7.50.
 On Sale at the "HONGKONG DAILY PRESS" Office.
 Hongkong, 10th March 1916.

